

# The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5058

英一千九百零九年十一月九號

TUESDAY, DECEMBER 22, 1908.

二月廿二號

英一千九百零九年十二月二十一號

80 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £1,000,000 at 2% = \$15,000,000  
Silver ..... \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:  
E. Gellatly, Esq., Chairman.

Hon. Mr. W. J. Gresham—Deputy Chairman.

E. G. Barrett, Esq., R. Shaw, Esq.

G. Freeland, Esq., Hon. Mr. H. A. W.

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CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 1 month, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th October, 1908. [14]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$5,350,000  
ABOUT MEX \$7,322,222

RESERVE FUND ..... GOLD \$8,350,000  
ABOUT MEX \$7,322,222

HEAD OFFICE:

to WALL STREET, NEW YORK.

LODGE OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account, at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6% " 4% " "

3% " 3% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [15]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ..... £1,200,000.

Reserve Fund ..... £1,145,000.

Reserve Liabilities of Proprietors ..... £1,200,000.

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of a per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4% per cent.

6% " 4% " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [16]

NEDERLANDSche HANDEL-MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,732,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberdon, Tegai, Pasalungan, Paseroean, Tjilatap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjarmasale.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts Banking business of every description.

INTEREST ALLOWED:

On Current Accounts 2% per annum on daily balance.

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% " "

Do. 3 do. 3% " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July 1908. [17]

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,000,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, CHEFOO, TIENTSIN.

KOBE, PEKIN, NEWchwang.

OSAKA, DALNY.

LONDON, PORT ARTHUR.

LYONS, ANTUNG.

NEW YORK, LIOYANG.

SAN FRANCISCO, MUKDEN.

HONOLULU, TIE-LING.

BOMBAY, CHANG-CHUN.

HANKOW.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On Fixed deposit:

For 12 months ..... 5% p.a.

" 6 " ..... 4% " "

" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 12th September, 1908. [18]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1909. [19]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP... Sh. Taels 7,500.

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow.

Kobe, Peking, Singapore, Tientsin.

Taiwan, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Stechandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

Berliner Handels-Gesellschaft.

Bank für Handel und Industrie.

Robert Warschaus & Co.

Mendelssohn & Co.

M. A. von Rothschild & Sohne.

Jacob S. H. Stern.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Cologne.

Bayrische Hypotheken und Wechselbank.

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business is transacted.

A. KORHN,  
Manager.

Hongkong, 4th December, 1908. [20]

CHRISTMAS WEEK!

CHRISTMAS WEEK!!

Remember there is such a place in TOWN, by name THE SAVOY, where you can obtain your Christmas Outfit at Cost Price.

Do not ponder over the offer.

Care and see with your own eyes and you will be satisfied.

Hongkong, 10th December, 1908. [21]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to:

E. J. LOPEZ,  
O/C Home and Training Office.

Hongkong, 2nd March, 1908. [22]

## Ships.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ASSAYE, Capt. C. L. Daniel	About 5th Dec.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA, Capt. B. W. H. Snow	10th Dec.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, SICILIA, COLOMBO, PORT SAID	Capt. C. H. Watkins, R.N.R.	30th Dec.	Freight and Passage.
and MARSEILLES			

For further particulars, apply to:

E. A. HEWETT,

Statls.

Intimation

CHINESE GRATITUDE

## TANG SHAO-YI IN AMERICA.

San Francisco, Nov. 22.

Conveying to the American government the gratitude of the Chinese people for remittance of a debt amounting to nearly \$1,400,000, Tang Shao Yi, a powerful figure in the affairs of the Chinese empire, arrived in San Francisco on the steamer *Mongolia*.

Thrice in the history of the older nation has there arisen occasion for appointment of such a commission as is domiciled to-night in the Fairmont hotel, and never has a foreign power been so strongly represented through diplomatic channels during the period of a crisis of world-wide import. In his honour the Chinese flag flew to-day from the mastheads of a score of vessels in the bay, guns mounted on the harbour front boomed out a salute, and thousands of his countrymen, silk-robed or silk-hatted, thronged the dock where his escort landed.

Not until the *Mongolia* dropped anchor in the harbour did Tang Shao Yi and his staff learn that the Dowager Empress of China was dead. In Honolulu the cable brought news of the Emperor's death but said nothing of the dangerous illness that threatened the end of the Dowager's remarkable career.

## LEARN OF CHANGES.

It was only when Hsu Ping Chen, the Consul-general at San Francisco, boarded the steamer with a score of cablegrams from the Far East that the distinguished visitor was acquainted with the full extent of the changes that had occurred since his departure. Even the habitual Oriental reserve did not suffice to conceal his perturbation, and while dignitaries of the state and government awaited his attention, he scanned message after message, apparently unconscious of their presence. In accordance with the edict of mourning, his entire party will remain practically sequestered during its stay of three days in this city, and the local Chinese colony's arrangements for costly banquets and other forms of entertainment have been cancelled. In all other respects, however, the mission of the special embassy will be fulfilled and Tang Shao Yi, with the fifty members of his retinue, will go directly to Washington, where he will remain until after the inauguration of President-elect William H. Taft.

Accompanying the ambassador is Prince Tsai Fu, a youth of 21, a member of the royal family, a cousin of the late emperor and himself the most blue-blooded representative of his race who has ever set foot on foreign soil.

## ADDITIONAL RECOGNITION.

While he bears the title of first secretary to the embassy, his position is merely honorary, and his journey abroad, apart from its educational purposes, is intended as an additional recognition of the obligation conveyed in America's remittance of so large a portion of the indemnity awarded for damages sustained during the Boxer outbreak. Among the other secretaries and attachés who are not distinguished by graduated rank are Yang Kwei, for ten years past connected with the Chinese legation at Washington; Chung Mun Yew, who has been mentioned as the possible successor to a post high in the diplomatic service, and Hsu Shih Yang, the military attaché. As advance guard of an annual delegation of students who are to be educated in America at the expense of the Chinese Government, came seventeen young men, members, for the most part, of patrician families, who will be entered at the University of New York and the University of Washington.

Once during the day did the self-possession of Tang Shao Yi give way. This was several hours after his arrival, when he sat, clothed in a magnificent robe of blue, in one of the twenty-two apartments in the Fairmont. He had guardedly spoken of the situation in China and returned non-committal answers to a score of questions relating to the probable result of his visit to Washington.

## MEANING OF VISIT.

Finally he was asked to define exactly the meaning of his unusual position and his prince-like retinue. In reply he said:

"Believe us, we have no purpose other than to show the depth of heartfelt gratitude that the government of China entertains towards the United States for this fresh demonstration of good will."

At another point, while discussing the developments likely to ensue on account of the regency and the attitude of the United States, he remarked:

"If there are matters of such grave import to be decided, I shall doubtless participate in the deliberations. You must understand that during my stay in this country I outrank the Chinese minister, and some matters will probably be referred to me for consideration."

With these declarations, and the following formal statement, Tang Shao Yi completed the sum of his public utterances during the day:

"The news of our emperor's death reached us upon our arrival at Honolulu and overwhelmed us with sorrow. We hoped at first that the press dispatches might not be true. But a cable message from Peking soon confirmed our worst fears. The loss of our universally loved and respected sovereign is nothing short of a national calamity. The son of Prince Chuan, brother to the late Emperor, has succeeded to the Throne, with Prince Chuan himself as regent."

## OBJECT OF MISSION.

"The object of my political mission is to convey to the government and people of the United States the grateful thanks of the government and people of China for remitting a portion of the Boxer indemnity. The generous action on the part of the United States in this matter has evoked an appreciative response throughout my country."

"While I am in the United States, I shall take the opportunity to visit different parts of

the country, especially to renew the acquaintance of old friends and places. I spent the days of my boyhood in New England, and have not visited this country again since my return to China in 1881. In the meanwhile the United States has grown impossibly in wealth, prosperity and power. At the same time vast changes have taken place in China. I have no doubt that the peasant masses of my former residence in this country, which I have dearly cherished all these years, will be greatly enriched by fresh additions as the result of my present visit. It is my intention to remain in Washington until next March."

## THE FALL IN SILVER.

## BAD EFFECT ON TRADE PLANNED.

The quotation for silver has now fallen to 21d., writes the *Tokyo Asahi*. Such a pronounced decline in silver has not been witnessed in recent years. In 1906 the London quotation of silver bullion rose so high that it was feared the 50 sen Japanese silver piece might entirely disappear from circulation, and as a precaution against this possibility a reduction in the weight of the silver coin was decided upon and carried out. Since then, however, a reaction has set in and a very low figure has now been reached. The question that will suggest itself in the minds of many is the probable effect that the present decline of silver will have on the China trade. It is inevitable that the export of cotton yarn, mattocks, marine product, and other sundry goods from Japan should greatly suffer in consequence. Not only Japan's exports to China, but Japanese goods in market elsewhere where they have to compete with Chinese products, will be placed in a very disadvantageous position. It is clear that the fall of silver will have a prejudicial effect on the export trade of all countries, while that of China herself will reap the advantage.

Silver began to decline in October last year, continues the *Asahi*, and although we have not had time yet to look into the trade resources of China since then, it is probable that her exports have been showing an increase on preceding years. The trade of all other countries has shown a decrease since the autumn of last year, when the business depression began to show itself; but presumably China is an exception to the general rule. At least China's export trade has probably not suffered any diminution if it has not actually increased. Probably the demand in America for Chinese silk, tea, matting, etc., has not decreased in consequence of the unfavourable economic situation in that country, for in respect to exchange China has been enjoying an exceptional advantage such as that enjoyed by Japan seventeen years ago.

Japan, however, is not in a position to enjoy such an advantage at present, and it is evident, for example, that Japanese raw silk, tea, matting, and other goods which have to compete against similar classes of Chinese goods in the American market, will be put under great disadvantage. Herein may be sought one of the causes for the inactivity of Japan's export trade with America since last year. In these circumstances, concludes our Tokyo contemporary, the fall of silver means not only a blow to the China trade, but to Japan's export trade to all countries more or less.—*Japan Chronicle*.

## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex. Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex. Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 16th August, 1908.

GUNS

DIRECT from the manufacturers at lowest prices. 12-bore Double Breech-loaders from 30/- each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post-free. D. JAMES & REYNOLDS, George Street, Mincing, London, E.C. England. (886)

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTLESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION M.R.

This successful and highly popular remedy, used in the Contagious Hospitals by Dr. Edward Robert, is now available in dragee form, which is easily swallowed and does not offend the taste. It is a valuable medicine in the treatment of all diseases, especially those of the heart, liver, kidneys, lungs, &c., and is a valuable aid in the cure of all diseases for which it has been too much a headache to employ mercury, camphor, &c., to the destruction of the liver, bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly effective in affording prompt relief from all kinds of complaints.

**THE THERAPION NO. 1** is a form of blood-curer, purifier, tonic, diuretic, antiseptic, and all diseases for which it has been too much a headache to employ mercury, camphor, &c., to the destruction of the liver, bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly effective in affording prompt relief from all kinds of complaints.

**THE THERAPION NO. 2** is a form of blood-curer, purifier, tonic, diuretic, antiseptic, and all diseases for which it has been too much a headache to employ mercury, camphor, &c., to the destruction of the liver, bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly effective in affording prompt relief from all kinds of complaints.

**THE THERAPION NO. 3** is a form of blood-curer, purifier, tonic, diuretic, antiseptic, and all diseases for which it has been too much a headache to employ mercury, camphor, &c., to the destruction of the liver, bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly effective in affording prompt relief from all kinds of complaints.

**THE THERAPION** is sold by Dr. Edward Robert, 11, Queen's Road, Central, Hongkong, and also by the agents of the firm, Messrs. G. & J. Coates, 10, Queen's Road, Central, Hongkong, and others above Trade Mart, which is a分舖 (branch) of the New Government Stores. It will be sold at a price of 10c. per dragee, and without which it is impossible to obtain the

object of the mission.

Sold by all Chemists.

## NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS,	"BUELVO"	WEDNESDAY,
GIBRALTAR, SOUTHAMPTON,	Capt. H. Formes	Noon, 30th December.
ANTWERP and HAMBURG		
MANILA, NEW GUINEA,	"PRINZ WALDEMAR"	THURSDAY,
BRISBANE, SYDNEY & MEL-	Uapt. F. Iske	5 P.M., 31st December.
BOURNE.....		
SHANGHAI, TSINGTAU, NAGA-	"PRINZ EITEL FRIEDRICH"	About THURSDAY,
SAKI, KOBE and YOKOHAMA	Capt. E. Malchow	31st December.
KUDAT and SANDAKAN.....	"BORNEO"	TUESDAY,
	Capt. F. Sembl	Noon, 29th December.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 21st December, 1908.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON  
SHANGHAI, KOBE, YOKOHAMA...SYDNEY.....Hebric.....4th Jan./09, P.M.  
MARSEILLES, VIA PORTS.....ERNEST SIMONS...Girard.....5th Jan./09, at 1 P.M.  
SHANGHAI, KOBE, YOKOHAMA...POLYNESIAN.....Broc.....8th Jan./09.  
MARSEILLES, VIA PORTS.....TONKIN.....Charbonnel.....19th Jan., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10; 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st December, 1908.

(14)

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected-on-or-about	Will leave for	On or about
TJIPANAS	SHANGHAI	2nd half Dec.	JAVA	2nd half Dec.
TJIMAH	JAVA	1st half Jan.	SHANGHAI	1st half Jan.
TJILIWONG	JAPAN	1st half Jan.	JAVA	1st half Jan.
TJIKINI	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJBODAS	JAVA		JAPAN	

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 14th December, 1908.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 881.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt., Liebers, Scotts, A. 1, and Watkins.

(13)

## Shipping—Steamers.

## MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on

## Intimation.

# Powell's GRAND CHRISTMAS BAZAAR

OPEN UNTIL  
6 P.M. Daily.

## TOYS

Every conceivable  
kind of Toy,

From 10 Cents to 35 Dollars.

## DOLLS

A gorgeous array of  
Fairies, dressed,  
partly dressed and  
undressed,

From 25 Cents to 30 Dollars each.

## ANIMALS

of all kinds,

Including:

Polar Bears, Grizzly Bears, Teddy  
Bears, Haros, Rabbits, Terriers,  
Bulldogs, Spaniels, Monkeys, Cats,  
Donkeys, Horses, Elephants,  
etc., etc., etc.

## GAMES

All the newest  
Parlour Games,  
Comprising:

Cups and Balls, Garden Throwing,  
Peg Quoits, Captive Skittles,  
Ballooning, Sea Fights, New Hopla,  
Pop in Taw Atlas Race Games,  
Leap Frog, Bowls, Planchette,  
Giggle Goggle Ring Pitch,  
etc., etc., etc.

## XMAS TREE Decorations and Ornaments GALORE.

Rocking Horses,  
Tricycles,  
Hobby Horses,  
&c., &c., &c.

## Fancy Goods.

## POWELL'S ALEXANDRA BUILDINGS.

Hongkong, 15th December, 1908.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"DERFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of December, at 9.30 A.M. All claims must reach us before the 28th of December, 1908, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 17th December, 1908. [18]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 21st December, 1908. [19]

## Intimations.

INTERNATIONAL SLEEPING CAR  
and

## EXPRESS TRAINS CO.

(THE  
GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with the same.

SHEWAN, TOMES & CO.  
Agents.

Hongkong, 21st December, 1908. [19]

## LEE YEE

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND

## TOILET REQUISITES

FOR SALE.  
12, DAUGUAR ST. ST.  
HONGKONG.  
Handbags, and Combs, 10c.

THERAPION NO. 1—A Sovereign Remedy for discharges, suppurating injections, the use of which does irreparable harm by laying the foundation of scurvy and other diseases.

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Hongkong, 19th December, 1908.

## The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 22, 1908.

THE BRITISH AND CHINESE  
CORPORATION.

Ten years have now elapsed since the British and Chinese Corporation began those operations which have constituted in a marked degree to the development of railway extensions throughout China and, at the present time, give abundant promise of even enhanced prospects in the future. Although the name of the British and Chinese Corporation figures so largely in connection with every railway scheme projected in the Chinese Empire—and that of its principal representative, Mr. J. O. P. Bland, is continually in evidence—there are possibly many who have but a glimmering idea of the origin of the Corporation and the purpose for which it was formed. At the tenth annual meeting since the incorporation of the society, held in London on the 26th of November last, Mr. William Keswick, M.P., seized the occasion to glance back over the main features of the history and rise of the Corporation and to recount the various steps in its progress as it gradually became a powerful factor in the opening up of railway communications in China. Few enterprises have attained such a commanding position in the affairs of a foreign country as is held by the British and Chinese Corporation in China, but that the confidence of the Chinese high administrators has been thoroughly justified and retained is manifest in the close relations which subsist at the present time. To begin with, the Corporation started well; it started under the auspices of one of the two princely houses in the Far East, Messrs. Jardine, Matheson & Co., and the premier banking institution of the Orient, the Hongkong and Shanghai Banking Corporation, so that success was practically assured from the outset, if the Chinese authorities would merely trust in the good faith of the promoters. When the Corporation was registered in London in 1893, the mercantile firm and the banking establishment had jointly entered into a number of preliminary contracts

for loan issues in connection with railway construction in China, so that the Corporation rested upon its life of activity with a full cargo of responsibility. At that time, said Mr. Keswick, addressing the Corporation's shareholders last month, "the Chinese had built a portion of the Peking-Tientsin-Shantung

Newchowang Line, called the Northern Railways of China, and in 1899 our first loan was issued on the security of the railway and the guarantee of the Imperial Government. The issue was received with great favour, being more than four times over-subscribed, and the result indicated that investors were ready and indeed eager to finance such railway enterprises, and but for the untoward events in Peking and the anti-foreign movement in many parts of China which so quickly followed the emission of the loan, the other railway loans provided for by the Corporation's agreements would have been marketed equally successfully, and with the same advantages to China and the Corporation. The effect, however, of the "Russian scare" and the "Boxer rising" seriously affected Chinese credit, and for a time impeded loan issues, the partial destruction of the Northern Railway and its necessary occupation by foreign Powers producing a natural collapse of confidence. Notwithstanding these difficulties, the service of the loan was punctually met, and the railway eventually restored to the Chinese and its condition made good. This railway has since been developed into a magnificent asset of the Chinese Government, and is a monument to the practical talent, earnest zeal and persistent energy and effort of Mr. Kinder, its founder and engineer-in-chief. We need not enter into questions connected with the retirement of Mr. Kinder in view of the trenchant comments which the *Times* representative at Peking addressed to his journal not so very long ago; all that need be said is that Mr. Kinder has left a record of brilliant success behind him, and to quote Mr. Keswick, "there need be no misgivings as to the needful supervision and management of the line" in the future, the new appointment of engineer-in-chief having to be made by the Railway Administration in consultation with the British and Chinese Corporation. Following the flotation of the first loan there was a long period of inactivity and it was not until 1903 that the first instalment of the Shanghai-Nanking railway loan, amounting to £1,250,000, was issued. Unfortunately the political situation then was generally unsettled and when the terms of issue were not found to be so favourable as had been expected, a share in the participation of future profits had to be added as an inducement to subscribers. The reception of the loan was disappointing, but when the second instalment, £650,000, was issued, the conditions were satisfactory, and at par the subscription was readily taken without any right to participation in profits. The railway could have been completed in three years instead of five, thus saving two years' interest, and gaining two years' revenue, but the Chinese Government failed to see the force of the suggestion. However, the railway is completed and is already more than earning expenses. In this connection, Mr. Keswick referred to the paralyzing effect of *leikin* exactions on goods traffic and said that but for these harassing troubles there would undoubtedly have been a substantial surplus on the working of the railway to divide. He added: "Leikin is the ill-defined irregular local and district exactions on goods, which are so troublesome throughout the country, but as the Chinese Government are responsible for the interest on the loan, and are entitled to four-fifths of any surplus earnings, there would seem to be every incentive to a settlement on a defined basis. Meantime, on behalf of the Corporation and all other holders of net profit sub-certificates, we are doing all we can to urge on a settlement. Coming to one of the undertakings which is regarded as of vital importance to the future prosperity of Hongkong, the construction of the Kowloon-Canton railway, Mr. Keswick spoke of the "interminable and almost exhausting delay and difficulties" which preceded the launching of the loan for £1,500,000, but the terms were finally arranged and the loan was issued at par last year. All that the chairman deemed necessary to say in this regard was that: "The engineer-in-chief has completed his final working survey and estimates, and is urging the Chinese to push on with construction. This line will connect with the railway which is being made by the Government of Hongkong on the one side and effect the through communication between the Colony and Canton, which is so much desired, and later, when from the latter city to Hankow there will be established a direct railway communication through the whole length of China with the capital." The Shanghai-Hangchow-Ningpo railway loan for £1,500,000 was issued in May last at 99. The Chinese Imperial Government is responsible for the construction of this railway, but, according to our information, two provincial companies, who have been in the field for some time, are constructing a railway independently of the Government. The position of these companies is peculiar; they are working under an edict which ought not to have been issued, and conflicts with the edict under which our loan was authorised, and some arrangement will have to be come to between the Government and the companies. These loans aggregate the considerable sum of £6,000,000, and account for all the contracts which the Corporation had in hand when it was registered ten years ago with two exceptions,

namely a joint agreement between the Deutsche Asiatische Bank and the Corporation with the Chinese Government for the Tientsin-Pukow Railway Loan and an agreement between the Corporation and the Chinese Government for the Pukow to Sinyang Railway Loan. These contracts were transferred by the Corporation to Chinese Central Railways, Ltd., and they, in conjunction with the Deutsche Asiatische Bank, issued £1,000,000 on account of the Tientsin-Pukow Railway in March last. As regards the benefit to the shareholders of the Corporation from the various loans issued, Mr. Keswick stated that, including the distribution now recommended, the dividends average £10 7s. per cent, per annum on the amount paid up on the shares from time to time, and there are profits held in reserve equal to about £4 per share. That in brief is the record of the British and Chinese Corporation during the ten years of its existence. It does not take into account the extraordinary patience and diplomacy which has had to be exercised by the chief representative of the Corporation in soothing Chinese suspicions and bridging over their susceptibilities. It omits all mention of the prolonged negotiations rendered necessary by the demands of those Chinese officials who maintained an attitude of antagonism to the operations of the Corporation simply because they failed to see where they directly profited, to use a cautious euphemism. Time and again the Far Eastern representative, Mr. J. O. P. Bland, must have touched the depths of despondency when after having met all the objections and satisfied all the quibbling views of the other parties to the loan he found negotiations suspended for some trivial cause—or for no reason whatever. Little wonder that the ubiquity of Mr. Bland is becoming a byword, and his unvarying ubiquity a second nature, for only these two characteristics combined with an enormous capacity for taking pains and supreme business ability could have achieved the results which have to be credited to him. Sufficient, however, has been said to indicate with what great strides the British and Chinese Corporation has made its way into the inner counsels of the Chinese Government, and the day will come when that Government will admit the debt, under which it was been placed—to the efforts of the Corporation. Of course, the Corporation is not a philanthropic institution and the promoters do not claim to be dispensers of charity; it is a business concern, conducted on business lines, but the effect of its operations remains and that effect will be seen to greater advantage as the network of railway ramifications is completed and the general prosperity of China advanced. In his concluding remarks regarding the future of the Corporation Mr. Keswick said that at the present moment it was difficult to prognosticate. Recent events in China impress the Board as being favourable to progress and efforts at good government, but it is too early to form any definite opinion of the policy under the new regime. Railway building without foreign aid in construction may prove an expensive experience to the Chinese, in which case it would seem probable that in due course the Corporation's services may again be called for. The immediate prospects are, however, not so favourable as we should like to see them, but our representative is on the alert, and no opportunity will be lost; and it should be borne in mind that the Corporation enjoys the great advantage of the Hongkong and Shanghai Bank's support and influence." That Mr. Bland is on the alert is proved by the fact that an agreement is on the point of being signed between the Corporation and the Chinese Government for the raising of a loan of £1,000,000 in connection with the Hunan-Hupai section of the Canton-Hankow railway; while negotiations are proceeding with reference to the flotation of a British loan to be devoted towards the construction of the railway through the provinces of Kwangtung and Kwangsi. In all these circumstances it is not surprising that the shareholders unanimously doubled the fees of the directors, from £200 to £400 per annum, and increased the chairman's fee to £500 per annum. Such generosity speaks for itself and marks the satisfaction of the shareholders with the work of the management. The British and Chinese Corporation is engaged in a great policy of advancement, and what is more to be noted by those having no direct interest in the Corporation, it is increasing the reputation and standing of Britons in China and adding to the prestige of the British Government at Peking.

## AN EDUCATIONAL PALLACY.

At the annual distribution of prizes to the successful scholars attending St. Joseph's College yesterday, His Excellency the Governor laid emphasis on the importance of acquiring a knowledge of shorthand and typewriting and also spoke in laudatory terms of the special attention paid to education. "These are all exceedingly useful and valuable subjects of practical use in whatever sphere of life boys may enter on leaving school," said His Excellency. "We have often attempted to discover the origin of this implicit faith which so many sensible people place in the value of shorthand

and typewriting. One might conclude from the terms in which these kindred subjects are so frequently referred to that the capacity to take dictation at the rate of so many words a minute and the ability to operate a type machine are the absolute 'sesame' to commercial success and a *sine qua non* in every pursuit in which a plain education is essential. As a matter of fact, there are a hundred and one disadvantages connected with the acquisition of these purely mechanical arts, and except in special cases it is difficult to see where the gain corresponds to the drudgery involved. In the first place the facility of taking notes in shorthand dwarfs and destroys the memory, invariably affects the spelling, and usually condemns the boy without influence or the qualities associated with dogged ambition to a life of mechanical servitude. Above all, it corrodes and weakens one of the greatest gifts of humanity, that of imagination. The boy who leaves school equipped with the necessary ability to take a chair in a lawyer's office and pound away day in and day out at a mechanical device is no better than a mere cog in the working of an office. Doomed to routine, his imagination is stifled and lost, largely because it is not required, and, indeed, it is not wanted at any price. And unless that boy who has joined the great army of clerks, become respectable and high-toned, is bodily driven from his desk he is on the fair way to becoming a stagnant nobody. All this because he has been drilled and drum-majorised into belief in the absurd superstition that shorthand and typewriting form the coping-slopes of commercial education. We have no grudge against these two subjects, but we do most strenuously object to their glorification, as if they were the 'world without end' objects of all knowledge. Half the pupils who start to learn shorthand have about as much real knowledge of English as the blind leg of a donkey. They may have a vague idea that there is such a thing as a derivation, and given time they may concoct an epistle which will pass muster in a crowd, but as far as the precise and ready use of plain, vivid Anglo-Saxon is concerned they take a back seat. Yet instead of having the principles of English instilled into them in the innumerable ways which the born teacher understands, they are induced to apply themselves to the study of the dreariest subject in the whole gamut of scholastic studies and devote to shorthand hours and days which would be far more profitably spent in learning even grammar. As for elocution, the less said the better. Possibly some of Hongkong's nobodies distinguished themselves in their youth as exponents of melodramatic *voix* à la G. R. Sims, but it is perfectly certain the ability to shout and rant and indulge in the heartrending tremolo of the realistic reciter did not advance them a single iota. If we might be permitted to say it without offence, there is not a single speaker—in the elocutionary sense—at the Legislative Council and surely nobody in Hongkong dreams of anything higher than that. It is to be hoped that the teachers at St. Joseph's College will not become possessed of an exaggerated idea of the importance of shorthand, typewriting and elocution. The report of the Inspector of Schools shows that in arithmetic the pupils have done admirably, especially in class III of the Chinese division, where 91 per cent was awarded on the papers set. The award for book-keeping was "very good," while in algebra the awards to the various classes are curiously diverse. As might be expected, English composition was only good to fair, ideal poor, parsing faulty and slovenly in some cases and spelling of grammatical terms very poor. Dictation, of course, was quite satisfactory. From these results, it is evident that the students should be kept at the ground work of every education and not switched off to such accomplishments as shorthand and typewriting, which, if they are desired at all, can easily be acquired in later life.

## GOVERNMENT HOUSE.

There will be an official dinner at Government House to-night to which the following guests have been invited:—Korvettenkapitän Ackermann, Capt. Baird, D.S.O., and Mrs. Baird, Staff Surgeon and Mrs. Bais, Colonel Bedford, C.M.G., P.M.O., and Mrs. Bedford, Freizeitkapitän Boedicker, Mr. and Mrs. Bolton, Comptroller Buchanan, Capt. Brierley, D.S.O., R.A., Capt. Baron, R. de Cervin, Mr. and Mrs. Montagu Ede, D. and Mrs. Evans-Jones, Capt. and Lt.-Maj. Findlay, Rev. and Mrs. France, Dr. and Mrs. Grone, Mr. and Mrs. Hastings, Mr. King, Hongkong Police, Mr. and Mrs. Mackay, Miss Mutter, Mr. and Mrs. Scott, Capt. and Mrs. Worthington, and Captain Warmbach.

The following received invitations but were unavoidably prevented from attending:—Mr. and Mrs. Crofton, Fleet Surgeon and Mrs. Beaufort, Capt. Climo, R.A., Comdr. d'Estienne, Brother Christian, Dr. and Mrs. Bellis, and Mrs. Fox.

His Excellency this morning received Capt. Baron W. Hohenberg, of the Austro-Bulgarian cruiser *Leopard* and Captain Marquis L. Cossini, Viscount of the Italian cruiser *Puglia*.

To-morrow at 11 a.m. His Excellency will receive Tso-tai Liang-Lau-hsin, the Chinese Consul-General of Australia, and also Mr. Hart, Commissioner of the Chinese

## Hongkong Volunteer's Plight

## LOST ON MOUNT PARKER.

WANDERS ALL NIGHT IN MIST AND RAIN.

When the Hongkong Volunteer Corps left the city on Saturday afternoon to sally in a sham fight in the Lyémen district and trudged their weary way through mist and drizzle over the sloppy mountain paths they had but one concern and that was to pass the day pleasantly. But as events proved, the adventure which fell one of the volunteers who was left behind in an unknown country was on the verge of becoming tragic. Some 70 or 80 members of the corps, attired in full marching order proceeded at one o'clock on Saturday afternoon to Shau-ki-wan, where they were joined by a detachment of the Taikoo volunteers. What the bold infantrymen intended to do or what the operations were intended to illustrate we have not the faintest notion. But with their rifles on their shoulders and their canteens at their sides they marched up the side of Mount Parker, and so far as we know, marched down again—like a celebrated warrior of another century—all but one man. The mountain was enveloped in a thick, clinging, Newfoundland mist so that the troops could scarcely see an arm's length ahead. After deploying here and detaching there and doing all manner of curious things in the way of scuffling, locating the enemy, repulsing the invaders, emptying their canisters, consuming their rations, falling down, greasy slopes, fiercely charging at phantom figures, digging into the earth as if they were hunting for treasure, coating themselves with mud as if they owned the earth, and generally comporting themselves in that slap-dash, devil-may-care, die-for-your-country style which we all appreciate, the volunteers were called back. They fell in or fell out just as the spirit moved them, for it seems that by this time the fog was so dense that most of the volunteers had to look after themselves. Apparently there was no roll-call. The Taikoo men took their own road and the Victoria troops tramped to the car terminus and nobody thought of asking whether anyone was missing. They returned to Hongkong and departed each unto his own way. But left behind in the darkness and the rain was a young volunteer, who only realised his unfortunate plight when help was gone. He was soaked to the skin, night had fallen, and he was alone on a treacherous mountain pathway five miles from anywhere. The road round Mount Parker is one of the most desolate in the Colony. Nobody seems to use it unless it be Government officials. At many points the path lies alongside the face of the mountain with a sheer drop of fifty feet on the outer edge. In places there are morasses and swamps. The unfortunate volunteer had no idea of his whereabouts. Exactly what happened to him nobody knows, or at least nobody is willing to tell. This much is certain, he clambered about that mountain in despair throughout the living night. He must at one time have become semi-conscious in his haggard distress, for he lost his rifle, and knew absolutely nothing about where or how he dropped it. A soldier or a civilian does not abandon his rifle to its fate simply because he is in difficulties. Rather he clings to it for protection. At any rate this volunteer wandered about the mountain all night and his feelings can be imagined. How he escaped falling over the mountain path is miraculous. It was not until Sunday forenoon that the alarm was raised. A band of volunteers was hastily summoned to proceed to the rescue. They went to Sha-ki-wan and proceeded hot-foot to climb Mount Parker. Half-way across they saw a limping, bedraggled, broken-down image of misery dragging himself along the path. It proved to be the missing volunteer. Only a vague indefinite report as to how he spent the night has transpired. The recruit did not, it is told, seem to know much about it himself. He had lost his rifle, but where, he hadn't the slightest idea! Somehow or other he had found himself early in the morning with a Chinaman at the Tytan waterworks. That was all he knew about it; he was tired, forlorn, and miserable. His enthusiasm had waned and vanished and it was only a spectre that his comrades escorted home. However, all's well that ends well; the volunteer is safe and sound, and all the authorities are now concerned about is the rifle. Probably there will be a roll-call when the next sham fight is ended.

## BOX FACTORY ABLAZE.

## FIRE BRIGADE SAVE ADJOINING BUILDINGS.

Fire was discovered on the second floor of a two-storey brick building at 15, Sai Wo Lane, West Point, shortly before eight o'clock last night. But for the first floor, which was occupied by a family, the ground and second floors were owned by a tea box manufacturer, which contained a great deal of paint, varnish and glue, which caused the fire to spread rapidly.

When the fire brigade arrived, in charge of Police Sergeant Brennan, with Inspector Robertson, of No. 7 Police Station in charge, dense smoke was issuing from the windows, but little or no flame was to be seen. The fire-fighters made every effort to keep the flames away from the adjoining buildings, the occupants of which were by this time in a great state of alarm. In this they were successful, and it was before ten o'clock that the fire was extinguished.

Our representative was given to understand

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## SHANGHAI ARSON CASE.

## EUROPEAN FOUND GUILTY.

[From Our Own Correspondent.]

Shanghai, 22nd December, 3.30 p.m.

Paul Floor was sentenced to two years' imprisonment with hard labour for arson.

At noon yesterday, while on the way to gaol, prisoner escaped, and was recaptured at midnight.

Paul Floor was charged with feloniously, unlawfully and maliciously setting fire to dwelling-house No. 13, Range Road, with intent thereby to defraud on October 15, 1908.

On arraignment prisoner pleaded "not guilty."

Mr. H. P. Wilkinson (Crown Advocate) and Mr. S. H. McLean appeared for the prosecution. Mr. F. Ellis and Mr. H. S. Oppen appeared for the defence.

The case was tried before F. S. A. Bourne, Esq., Acting Judge, and Messrs. D. W. Crawford, W. S. Ridge, V. Jones, J. H. Osborne, and E. S. Little, Jrs.

[Reuters.] Aeroplanes.

LONDON, 20th December. The Wright-Lemans aeroplane has covered 62 miles in 114 minutes.

The United States Secretary of State.

Mr. Taft has appointed Senator Knox, Secretary of State.

Portugal.

The Portuguese Cabinet has resigned and a coalition ministry is in course of formation.

The Delimitation of Macao Waters.

It is declared in Lisbon that there are no differences between China and Portugal in the negotiations for the delimitation of the waters of Macao, which are proceeding normally.

American-British University for China.

Lord Cecil, with Lady Cecil, will shortly leave for a two months' visit to China, in connection with a joint American-British scheme to found a Chinese University on Christian lines.

Later.

The Franco-German Press.

TUESDAY DECEMBER 22, 1908.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

THE SOUTHERN SECTION.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

In arranging with Mr. J. O. P. Bland, of the British and Chinese Corporation, for a loan of two millions sterling for the construction of the Hunan-Hupoh section of the Canton-Hankow Railway, it was the intention of H.E. Chang Chih-tung to borrow, at the same time, a sum of £5,000,000 for the Southern section of the trunk line.

As, however, some apprehension existed lest the Cantonese might offer opposition to the loan, it was deemed expedient to telegraph to H.E. Chang Jen-chun, in the first instance, to ascertain the existing state of affairs in Canton.

CANTON-MACAO RAILWAY.

CONCESSION CANCELLED.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has notified the Portuguese Minister in Peking that the concession for the Canton-Macao Railway has been cancelled.

CHINA AND MACAO.

PROPOSED ESTABLISHMENT OF A CHINESE CONSULATE.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has addressed a communication to the Portuguese Minister in Peking, stating that it is proposed to establish a Chinese Consulate at Macao to protect the interests of Chinese residents in that Colony.

LOSS OF MANILA SHAMER.

MANUFACTURERS SUFFER.

The British steamer *Kalomo*, en route from New York to Manila with an extra large cargo of merchandise for local importers and various branches of the insular government, was burned and scuttled at sea, off Singapore and both vessel and cargo are reported a total loss, says the *Cablenews-American* of 16th inst.

On board the *Kalomo* and lost with the vessel were 86,000 pesos worth of goods for the bureau of supplies and 2,000 new books for the American circulating library of this city. Vast quantities of Christmas goods were among the cargo and while the latter is probably fully insured, the many good things from the home country destined to bring Yuletide cheer to the hearts of the exiles will be missed sadly and the loss will be felt by merchants and the Manila public alike.

Messrs. Erlanger and Gallinger, of this city, are among the heaviest sufferers from the disaster, their loss including fourteen motor cycles and a large consignment of shoes for the enlisted force of the Philippines constabulary, manufactured under contract with that firm in the United States.

The opening of the Palomar Park, Manila's Coney Island, will be retarded indefinitely by the sinking of the *Kalomo*, the fixtures and materials for which, imported by M. A. Clarke and coming over on the vessel, having been lost. The wonderful scenic railway which was to delight our wards old and young, at the great Tondo playgrounds, has found a resting place at the bottom of the sea, a plaything for the pranks of the foamy denizens of the deep.

The first intelligence of the disaster was received in Manila yesterday morning by the executive secretary in a cable from the bureau of insular affairs at Washington, the American consul-general at Singapore having communicated the tidings to the latter by wire. Messrs. Warrener, Barber & Company, the local agents for the vessel, at first sceptical about the report owing to the absence of news from Singapore cabled to that place at 2,000, requesting information and at four o'clock in the afternoon received a reply confirming the loss of the vessel. No details are given.

The *Kalomo* left New York on November 18 and coming by way of Singapore, was due to arrive here on December 22. The vessel was a modern freight carrier built only last year of 5,000 tons displacement, at Port Glasgow by R. Duncans and Company, Ltd. The *Kalomo* was owned by the Bucknall S. S. Lines, Ltd., and for some time past had been under charter to the American Merchant Steamship Company, plying between the Atlantic seaboard and Oriental ports.

## Another Opium Monopoly.

ATTEMPTED FORMATION AT KIANGSU.

CANTON'S EXAMPLÉ EMULATED.

The frustration of the Government opium monopoly at Nanking, the defeat of a tentative creation at Canton, and the more recent removal of the restrictive regulations directed against the raw opium trade in Swatow and the outlying prefectures of Walchow and others, have not deterred the Provincial Government of China from raising barriers in the way of the opium trade as conducted by British traders in pursuance of and in strict accordance with the stipulations formally provided by Treaty between the Governments of Great Britain and China.

Private telegraphic advices have just recently been received in the Colony by a leading firm of opium merchants from their Shanghai office reporting that native dealers had been informed that the Provincial authorities in Kiangsu had promulgated regulations within the Province, similar to those in Kwangtung in September last, whereby all dealers in raw opium must be registered and licensed. Under the new regulations the number of opium houses permissible in each provincial city will be limited to ten only. All dealers will be required to supply a long list of detailed particulars relating to their business which is tantamount to a complete disclosure of their whole trade to their competitors. Dealers in Kiangsu see in the new law the same difficulties and entertain apprehensions similar to those felt by the opium houses in Canton when the restrictive regulations were issued in September last. Even more onerous than the Southern legislation, the provincial Government in Kiangsu limits the minimum quantity that can be sold at any one time by a dealer to one whole "ball" of opium. Those who have been in the trade for any length of time discover in the regulations the thin end of the wedge for the creation of a monopoly by which the officials stand to gain. Representations have accordingly been made to importing firms in Shanghai by whom we are informed on the most reliable authority, the matter has been taken up and suitable communications addressed to the British Consul-General in Shanghai with a view of the good offices of Sir John Ford in Peking being invoked to combat this fresh attempt at creating a Provincial monopoly to the detriment of established firms of merchants.

Since the interest in the opium trade is so closely bound up and the links in the chain of commercial connection so tightly forged for the entire length from Calcutta to North China, we understand that British firms in Hongkong dealing in opium are watching the result of diplomatic negotiations with close interest.

MR. WOODCOCK'S APPOINTMENT.

LETTER FROM GOVERNMENT.

The following letter from Government was laid on the table at the meeting of the Sanitary Board this afternoon:

Colonial Secretary's Office,

11th December, 1908.

Sir,—I am directed to state for the information of the Board that, owing to the exigencies of the public service, it has been necessary for His Excellency the Governor to appoint Mr. Woodcock to act as Deputy Registrar, and Accountant of the Supreme Court during the absence on leave of Mr. Let-Jones, and that it will therefore be necessary for the present to continue the existing arrangement under which the duties of Secretary of the Sanitary Board are divided between Dr. Gibson and Mr. Craig. I regret that by an oversight this information was not conveyed to you prior to the last meeting of the Board.—I am, etc.,

F. H. MAY,  
Colonial Secretary.

The Secretary, Sanitary Board.

THE NEW ASTOR HOUSE.

ERCTION OF WATER CLOSETS.

An application from Mr. G. J. B. Sayer for permission to erect two water-closets on the 3rd and 4th floors of No. 13, Astor House, was considered by members of the Sanitary Board this afternoon.

The Medical Officer of Health intimated that the additional water closets proposed are for the convenience of the Hotel guests. It does not mean that some extraneous matter will be discharged into the sewers. The rooms it is proposed to erect the four, new water closets in open directly into the external air. I think the Board might reasonably allow the water closets, but would advise that for the sake of cleanliness, the partition shown in the plan should not be of wood but of brick and expanded metal rendered smooth with cement and tiles, and also that the type of water closet basin to be put in should be first approved by the Board. Water closets have recently been put into buildings in the Colony of very poor design.

The Hon. Mr. E. A. Hewitt—Erect, subject to the usual conditions as to water supply. The Director of Public Works—The gradient of the pipe connecting with the vertical soil pipe might be improved.

The Phoenix Assurance Co., Ltd., by their local agents Messrs. Dodwell & Co., Ltd., have issued a neat little pocket-note book and pencil in case to advertise the company.

For the convenience of Roman Catholics there will be services on Christmas Day at 7.45 a.m., 8.15 a.m., 8.35 a.m., and 9 a.m. Solemn Mass at 10 a.m. at St. Joseph's Church, On New Year's Day, Divine Service for Roman Catholics will take place at St. Joseph's Church, 11.15 a.m., and 1 p.m.

## Yau-ma-ti Murder Mystery.

SUFFOCATED IN BED.

MIDNIGHT TRAGEDY IN A MARINE DEALER'S SHOP.

Yesterday exclusive news reached us of a murder which was committed at Yau-ma-ti early in the morning, but owing to the lack of definite information we refrained from giving the matter the necessary publicity. To-day, however, what particulars we required were kindly placed at our disposal by the police.

Shortly after seven o'clock yesterday morning the body of an old man was found in a small back room on the ground floor of 40, Reclamation Street, Yau-ma-ti. The man had been dead for many hours, for his body was cold with rigor mortis; and it was clear at first sight that he had been murdered in a terrible manner.

Slow suffocation was the cause of his death. His face was livid; his mouth was gagged with old paper; his tongue swollen; at the neck just behind the right ear, as we are given to understand, was a deep indentation, indicating severe pressure of a person's thumb, while his hands and legs were bound fast.

It was impossible, owing to the scanty furnishing of the room, which also contained heavy pieces of old iron, to discover whether there was any struggle or not; but there is no doubt, taking into reckoning the manner in which the man met his end, that there had been a fight, which had proved fruitless as far as he was concerned.

The body was identified later in the day as that of Lam Chang, aged fifty, and until recently he was a mobile hawker of Reclamation Street and a bill collector for other dealers in the same line of business in Hongkong.

No. 40, Reclamation Street is a three-storied brick building behind the pumping station, and within close distance of the police station. The first and second floors are occupied by families, while the ground floor was let to Lam Chang, who was known in the district as a well-to-do man—mainly through what he collected for other dealers.

According to the facts which we have gathered, Lam Chang, who was a bale and heavily old person, employed two *sohia* in the shop, but he alone slept in the premises after closing time. It was about seven o'clock on Sunday morning that he was last seen, and at that time he was behind the counter transacting what business came along.

From an inspection made of the building by the police no marks could be found on any of the doors of the house as to lead them to suspect that the murderers had forced an entrance, and it is presumed that the main door was unlocked when the visit was paid. The suggestion put forward was that the robbers—for robbery was the motive of the crime—attracted the old man in bed, and, after binding and gagging him, looted the premises.

The tragedy, which was discovered by a shopkeeper, was immediately reported to the police, and Inspector McIlroy, in company with Detective Inspector Watt (No. 22) visited the house, where they found the marine dealer's dead body lying on the tiled floor. After having his remains sent to the mortuary, they hunted for a clue, but without any result, so far as we know. The officers searched high and low; they interrogated the *sohia* and neighbours, but nobody knew or heard of any way to indicate that a crime of such a character was being enacted under their very beds. The marine dealers' trucks were found open, but his clothing seemed untouched, and it is not known whether he had any money in those trucks at the time his life was taken for the robbers to carry away.

The police confess that there is not a single clue for them to work on. Nobody had seen the robbers come; nobody had seen the murderers go; and so far as matters stand at the present moment the police are helpless, and the Reclamation Street murder is another to be added to the list of mysterious tragedies committed in Hongkong.

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## Spitting Nuisance.

CHINESE TO PETITION SECRETARY OF STATE.

MEETING OF THE COMMERCIAL UNION.

As stated in our last evening's issue, a meeting of the Chinese Commercial Union was held this afternoon under the presidency of Mr. Chang Kang-yu, to discuss the recent amendment of the Magistrates' Ordinance making splitting in public places a misdemeanour, punishable by fine. There were also present at the meeting Messrs. Chan Siu-ki, Pooh Yan-chueh, Li Po-wei, Chan Siu-pak, Siu Fai-yuen, Lee Chuk-yue, Ho Siu-chow, S. W. Tio, Ku Fa-shan, Chi Yu-mas, Cheung Sam-wu, Wong Yiu-tong, Li Yau-chuen, Chan Cheuk-hing, and Leung Ping-nam.

After discussion, it was proposed by Mr. Pooh Yan-chueh and seconded by Mr. Li Po-wei, that a petition be formulated and transmitted to the Secretary of State for the Colonies against the recent legislation making the offence a punishable offence.

The resolution was unanimously carried. A committee, consisting of the following gentlemen, viz., Messrs. Chang Kang-yu, Chan Siu-ki, Pooh Yan-chueh, and Chan Siu-pak, was appointed to obtain legal assistance for the drawing up of the petition.

The Ministry of War has obtained the approval of the Prince Regent to select a large number of the pupils of the Nobile School in Peking to send to Great Britain, the United States, Germany and Japan for the purpose of studying at the Naval Academies of those countries, and afterwards entering their navies as sub-lieutenants for two or three years.

## THE BANISHMENT ORDERS.

A CHINESE MERCHANTS RETURN.

One of the Chinese merchants, Chiu Shupok, against whom a banishment order had been issued but not carried into effect owing to his absence from the Colony, has now returned. Mr. Chiu is manager of the Hongkong Banham Strand Stores, his firm dealing in general merchandise.

CANTON DAY BY DAY.

PROVINCIAL JUDGE.

[From Our Own Correspondent.]

Canton, 19th December. The newly-appointed Canton Provincial Judge Wei King Tung took over the seal of office from Cheung Shik Fun to-day.

LILIN COLLECTION.

The total collection of Lilin dues in Canton for the second ten days of the 11th moon as reported by the Lilin officials amounted to 55,959.60 taels.

ROBBERS WANTED.

Recently, rewards have been offered by the Military Camp at Ko Tong for the apprehension of some fifty robbers in that locality; the rewards offered vary from one hundred dollars to several hundred dollars for each of them.

THE NEW BUND.

On Wednesday last, a portion of the new bund (about 120 ft.) opposite the Dutch Folly Island, collapsed; no other damage has been sustained.

CANTON MINT.

Expectant Prefect Ching Sin Chun has been appointed to be manager of the Canton Mint to succeed to Mr. Tsui Hoog, as the latter has gone into mourning on account of the death of his parent.

PRISONER ESCAPES.

A prisoner named Wong Ah Kwei, who has been spending eight months in the Namhoi jail since the 4th moon last, when he was sentenced to imprisonment for one year, felt tired of remaining there any longer. Early yesterday morning, he effected his escape by climbing over the wall of the cell, while the jail wardens were still in their beds.

ARMS-RUNNING.

The officials of Kiun-chow have wired to Canton requesting the authorities to at once detail a government gunboat to that port to cruise in the locality in order to prevent the smuggling of arms and ammunition by the outlaws, who are in the habit of importing contraband articles into the interior by way of Kiangchow.

21st December.

BLACKMAILERS BUSY.

It has been frequently reported that robbers have been sending blackmailing letters demanding money from influential people and native as well as foreign firms in the vicinity of Canton. It is not long ago that the Intercolonial Banking Corporation in Shamen received a blackmailing letter from the robber chief Luk Loo Ching who demanded the payment of \$10,000. The Corporation has now again received a similar letter bearing the signatures of several notorious robbers asking for a loan of one million dollars. The original letter has been forwarded through their Consul to the Viceroy for his information. The nature of these blackmailing letters might have probably aroused the suspicion of the recipients, but according to the opinion expressed by one of the native papers here the other day, it would appear that no fear need be entertained, though the letter contained various descriptions of threats. The paper stated that the robbers would not be so daring and foolish as to ask for a million dollars which it is beyond doubt would never be forthcoming, so it is generally surmised that the letter received by the Banking Corporation might not have really come from robbers, but from some people who had been robbed. The victims of the robbers' nefarious plans are no doubt anxious to have their enemies arrested and punished; but they are unable to get the local officials to do so, failing which they have hit upon the plan of sending false blackmailing letters to foreign firms in the name of those robbers whose arrests they are longing for. When the letters reach the foreign firms, they will be forwarded through their Consuls to the Viceroy, and the latter, upon receipt of the Consuls' communication, will no doubt give immediate orders to his subordinates to hunt down the robbers.

ACTING PROVINCIAL JUDGE.

The Acting Canton Provincial Judge Cheung Shik Fun, after handing over the seal of office to Wei King Tung on the 19th inst., left here on the following day for Shih Hing to resume his duties as Taotai of the prefectures of Shih Hing and Lo Ting.

CANTON-HANKOW RAILWAY.

The total collection of the second call of railway shares by the different institutions for the Canton-Hankow Railway Company during the month open amounted to \$1,100,592.85 taels, of which \$189,231.01 taels were collected by the Ol Yuk Charitable Institution; \$16,603.01 taels by Wai Hang; \$10,650.57 taels by Kwong Yee; \$16,970.57 taels by Shung Ching; \$39,724.74 taels by Ming Shiu; \$2,40; taels by Shu Shiu; \$10,530.33 taels by the Chamber of Commerce; \$2,625.20 taels from Hongkong; \$6,000 taels from Fatshan and \$1,520 taels from Macao. Up to the present time the whole amount collected since the opening of the lists for the second call of shares on the 1st day of the 7th moon is said to have reached the round sum of nearly \$7,000,000, a little over half of the sum required.

H.E. MAJOR-GENERAL BROADWOOD.

This morning, Major-General Broadwood arrived here by the steamer *Natalis* and at 11 a.m. to-day H.E. Vice-Regal Chang Jen-chun.

To the distinguished visitor.

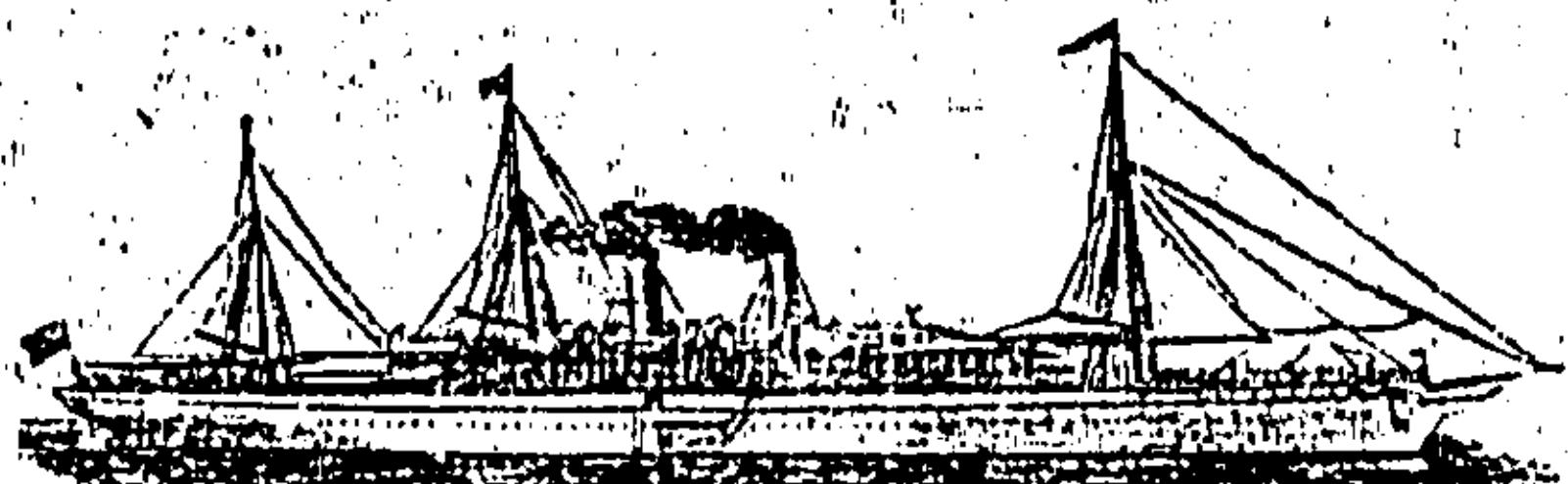
THE HANKOW RAILWAY.

The Chinese Government has issued a circular to all the Chinese provinces in the interior of China, ordering them to prohibit the importation of opium into their territories.

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## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 5th, 1909.
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE"	6,165	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF INDIA"	6,020	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 21st

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the IN LAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial EMPEROR Steamships, 14,500 tons registered, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate or Steamer, and 1st Class on Railways. .... 440. .... 442.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blacks Pier.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	TUNGSHING	WED'DAY, 23rd Dec., Noon.
SHANGHAI	KOONSHING	THURSDAY, 24th Dec., Noon.
SHANGHAI, TSINGTAU, WEIHAIWEI, CHEFOO & CHING-	CHOBONGSHING	SATURDAY, 26th Dec., 4 P.M.
SHANGHAI, WANTAO	FOOSHING	SATURDAY, 26th Dec., 4 P.M.
SHANGHAI, PENANG & CALCUTTA, LAISANG	LAISANG	TUESDAY, 29th Dec., Noon.
MANILA	LUONGSANG	THURSDAY, 31st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	MONDAY, 11th Jan., Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kultang*, *Nanang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LTD.,  
General Managers.

Telephone No. 61.  
Hongkong, 22nd December, 1908.

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## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS:	To Sail
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	24th Dec., 4 P.M.
MANILA	"TEAM"	29th " 3 P.M.
MANILA	"TAMING"	5th Jan. "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	29th " 4 P.M.
AUSTRALIAN PORTS		

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze Ports, Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36.  
Hongkong, 22nd December, 1908.

[13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amildships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—all the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

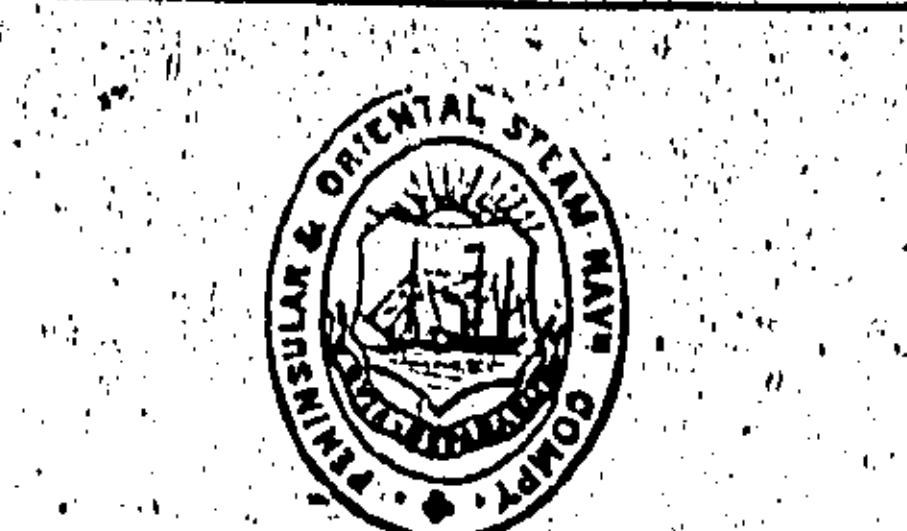
Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 26th Dec., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd Jan., at Noon.

For Freight or Passage, apply to:

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th December, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Marrow*, due in London on 6th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 12th December, 1908. [17]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMON AND FOOCHEW.

## THE Company's Steamship

## "HAIYANG."

Captain Hodgetts will be despatched for the above Ports, on FRIDAY, the 25th instant, at 12 o'clock Noon.

For Freight or Passage, apply to  
JOUGLES LAPRAIK & CO.,  
General Managers.

Hongkong, 21st December, 1908. [1094]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.FOR NEW YORK AND BOSTON VIA  
SUEZ CANAL.

With liberty to call at Malabar Coast.

## THE Steamship

## "INDRAWADI."

Captain Williams, will be despatched as above on TUESDAY, 5th January.

For Freight, apply to  
JARDINE, MATHESON & CO., LTD.,  
Agents (India Line, Ltd.).

Hongkong, 12th December, 1908. [1072]

## THE BANK LINE LIMITED.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada; and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

## FOR

## VICTORIA, B.C., SEATTLE &amp; TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA

## Steamer. Ton. Captain. To Sail

Inverie .. 4,780 Boyd Jan. 14

Beverly .. 4,445 Mathie Feb. 11

Beverly .. 6,132 Shipton Mar. 11

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED  
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings,

Hongkong, 17th December, 1908. [109-20]

## STEAM TO CANTON.

## THE New Twiz Screw Steel Steamers

"KWONG TUNG" .. Capt. H. W. WALKER.

"KWONG SAU" .. Capt. E. S. GROW.

Leave Hongkong for Canton at 9 o'clock evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine new steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fan in First Class Cabins.

Passage Fare—Single Journey ..... \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,  
and

SHIO ON S.S. CO., LTD.,  
No. 5, Queen's Road West,

Hongkong, 16th December, 1908. [109-20]

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/8 3/16
Do demand	1/8 3/16
Do 4 months' sight	1/8 3/16
France—Bank T.T.	2.13
America—Bank T.T.	4
Germany—Bank T.T.	1.72
India T.T.	1.68
Do demand	1.72
Shanghai—Bank T.T.	.75
Singapore—Bank T.T. per H.K. \$100	.75
Japan—Bank T.T.	.82
Java—Bank T.T.	2.01

Buying.

4 months' sight L.O.	1/8 3/16
6 months' sight L.O.	1/8 3/16
3 days' sight San Francisco & New York	4.17
4 months' sight do	4.23
30 days' sight Sydney & Melbourne	1.83
4 months' sight France	2.16
6 months' sight " "	2.18
4 months' sight Germany	1.75
Bar Silver	2.27 1/16
Bank of England rate	1.75 %
Sovereign	1.75

## OPIUM QUOTATIONS.

To-day's quotations are as follows:	Per picul	
Malwa New	@ 1,120/1,250	
" Old	@ 1,260/1,300	
" Older	@ 1,310/1,325	
" Oldest	@ —	
Per chest	Patna New	@ 1,095
" Old	@ 1,110	
Bennes New	@ 1,010	
" Old	@ —	
Persian (Paper)	@ 880/950	

## SHIPPING AND MAIRS

4A—

Indian (Arratoon Apcar) 23rd inst.  
English (Assays) 24th inst., 5 p.m.  
Canadian (Empress of Japan) 31st inst.  
German (Prins Etzel Friedrich) 31st inst.  
German (Prins Sigismund) 6th prox.The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver on 19th inst.The Line s.s. *Benzwisch*, from Middlebro, Antwerp and London, left Singapore on 19th inst., for this port.The Imperial German Mail s.s. *Dreiflinger*, which left here on 18th inst., at 3 p.m., arrived at Shanghai yesterday, at 3 p.m.The Imperial German Mail s.s. *Prins Etzel Friedrich*, carrying the German Mail, with dates from Berlin of the 2nd inst., left Colombo on 20th inst., a.m., and may be expected here on 31st inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 22nd at 11.50 a.m.—The barometer has risen along the Yangtze, and fallen elsewhere particularly over the N.E. coast of China and W. Japan.

The depression has passed from the continent to the Yellow Sea, and the highest pressure is now shown over the Upper Yangtze.

The monsoon is expected to freshen in the Formosa Channel and along the northern shores of the China Sea during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

## FORECAST.

1.—Hongkong and neighbourhood, N. and E. winds, freshened considerably, fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Rubi: Br. s.s. 1,619, R. W. Almond, 21st Dec.;—Manila 19th Dec., Gen.—S. T. &amp; Co.

Yuncian: Br. s.s. 1,26, W. O. Jones, 21st Dec.;—Chinkiang and Shanghai 18th Dec., Gen.—C. M. S. N. Co.

Hong Bee: Br. s.s. 2,056, J. Home, 21st Dec.;—Singapore 15th Dec., Gen.—Joo Teek Sing.

Kashin: Br. s.s. 1,14, Pickard, 21st Dec.;—Chinkiang 16th Dec., Gen.—B. &amp; S.

Dakotah: Br. s.s. 2,593, Ross, 21st Dec.;—San Francisco 23rd Nov., Kerosene Oil—S. O. Co.

Nikko Maru: Jap. s.s. 3,434, R. Swain, 22nd Dec.;—Yokohama via Kobe, Moji and Nagasaki 12th Dec., Gen.—N. V. K.

Hainan: Br. s.s. 1,65, J. W. Evans, 22nd Dec.;—Swatow 21st Dec., Gen.—D. L. &amp; Co.

Merlin: Br. surveying-ship, 600, F. W. Walter, 22nd Dec.;—Labuan 10th Dec., and Manila 17th.

Lockhart: Br. s.s. 1,020, W. Tahert, 22nd Dec.;—Bangkok 13th Dec., Rice and Gen.—B. &amp; S.

E. F. Ferdinand, Aust. a.s. 3,843, E. Nitsche, 22nd Dec.;—Shanghai 19th Dec., Gen.—S. W. &amp; Co.

Tonkin: Fr. s.s. 3,084, Charbonnel, 22nd Dec.;—Marseilles 22nd Nov., and Saigon 19th Dec., Mails and Gen.—V. M.

Mandarin: Maru: Jap. s.s. 5,246, Shimidzu, 22nd Dec.;—Kochinchina 16th Dec., Coal—M. B. K.

Nord: Br. s.s. 1,145, Bryan, 22nd Dec.;—Anping 20th Dec., Ballast—Mr. Geo. Mc. Bain.

Shaoshing: Br. s.s. 1,307, W. McIntosh, 22nd Dec.;—Shanghai 19th Dec., Gen.—B. &amp; S.

Clearances at the Harbour Office.

Hillary, for Hongay.

Nikko Maru, for Manila.

Hatching, for Swatow.

Betway, for Kwang-chow-wan.

Taming, for Manila.

Yunnan, for Canton.

Nanyang, for Singapore.

Ascania, for Tsinghau.

Kinchang, for Amoy.

Departure

Dec. 22.

Dumbum, for Europe.

Hillary, for Bombay.

Yunnan, Maru for Shanghai.

Kinchang, for Chinkiang.

Stearns, for Bangkok.

Jacob Diderichsen, for Holbow.

Kingsley, for Calcutta.

Hongkong Maru, for Yokohama.

Lamox, for Singapore.

Hatching, for Swatow.

Taming, for Manila.

Nanchoe, for Calcutta.

Tsaywan, for Australian Ports.

Kluhlang, for Shanghai.

Singan, for Haiphong.

Chinkang, for Canton.

Hsin Fang, for Canton.

Passenger ship arrives.

Per Hong See, from Singapore—1,411 Chi-

neas.

Per Haimus, from Swatow—Messrs. Mc-

Ewan, Wandres, and 71 Chinese.

Per Rubi, from Manila—Capt. E. H. Har-

cuk, Messrs. R. Corke, and 1, A. Xavier,

21 Chinese.

Per Nikko Maru, from Japan for Hongkong

—Dr. I. Iijima, Mr. Y. Kubo, Capt. B.

Lundbom, Mr. P. J. Buckland, Mr. and Mrs. Oishi,

child and nurse, and Mr. R. Freck, and Mrs. Otsuka,

For Sydney—Mr. A. A. Lyons, Mr. and Mrs.

Boden Powell, child and nurse, Messrs. A. M.

Mc Gregor and David Rice. For Melbourne—

Mr. S. R. Clarke.

Passengers departed.

Per Tres Maris, for Seattle, &amp;c.—Mr. J.

Twick, Rev. F. Barnet, Rev. F. P. and Mrs. W.

B. King, and Miss Ruby Martin.

Shipping Reports.

Str. Rubi, from Manila :—Fresh monsoon

and rough sea.

Sit. Hong See, from Singapore :—Fine wea-

ther and moderate breeze up to near the

Parcels, then strong N.E. wind, rough sea.

VESSELS IN PORT.

STEAMERS.

Ascania, Ger. s.s. 2,682, Gorit, 20th Dec.,

Canton 19th Dec., Ge. H. A. L.

Binh-Thuan, Fr. s.s. 98, Ribault, 4th Dec.,

Manila 29th Dec., Ballast—Basa &amp; Co.

Borneo, Ger. s.s. 1,344, F. Sembil, 18th Dec.,

Sandakan 12th Dec., Timber and Gen.-

M. &amp; Co.

Bujun Maru: Jap. s.s. 1,81, F. Fumero, 20th Dec.,

Swatow 10th Dec., Ge. O. S. K.

Carl Diederichsen, Ger. s.s. 774, J. Kuyzen,

21st Dec., Haiphong and Hoitow 19th

Dec., Gen.—J. &amp; Co.

Changchow, Br. s.s. 1,103, Partridge, 21st Dec.,

Canton 20th Dec., Ge. Gen.—B. &amp; S.

Chyo Maru, Jap. s.s. 7,250, W. W. Greece,

21st Dec., Yokohama 16th Dec., Ge.—

T. K. K.

Choosing, Ger. s.s. 1,022, J. Bruhn, 16th Dec.,

Bangkok 10th Dec., Rice—B. &amp; S.

Chinsang, Br. s.s. 1,418, W. E. Sawyer, 16th Dec.,

Pasuruan (Java) 7th Dec., Sugar—

J. M. &amp; Co.

Dowrent, Br. s.s. 1,56, J. Jenkins, 17th Dec.,

Saigon 12th Dec., Ge.—Man Fat &amp; Co.

Devawongse, Ger. s.s. 1,050, F. Rehwaldt, 20th Dec.,

Bangkok 11th Dec., Ge. and

Timber—B. &amp; S.

The Imperial German Mail s.s. Dreiflinger, which left here on 18th inst., at 3 p.m., arrived at Shanghai yesterday, at 3 p.m.

The Imperial German Mail s.s. Prins Etzel

Friedrich, carrying the German Mail, with dates from Berlin of the 2nd inst., left Colombo on 20th inst., a.m., and may be expected here on 31st inst.

Arrivals at Home—10th November—Filme-

shire, Cathay, 13th November—Barrow,

Mars, 14th November—Colombia, 15th Novem-

ber—Ambrilia, 16th November—Brasilia, 17th

November—Caledonia, 18th November—

Achilles, 19th November—Alceon, 20th

November—Bellinger, 21st November—

Bellerophon, 22nd November—Bella-

Bellerophon, 23rd November—Bella-

Bellerophon, 24th November—Bella-

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RECENT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$14,000,000 }	\$2,005,774	{ Interim of 5/- for first half year @ ex- 1/2/- = \$21,045..... }	51 1/2	3845 sellers London 1/2/-
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$325,575 \$411,900 \$155,000 }	None	\$14 for 1907	71 1/2	\$195
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,500,000 \$103,747 \$182,777 \$100,000 \$102,478 \$192,005 \$375,619 }	Tls. 166,523	Final of 7/6 making 15/- for 1907.....	51 1/2	Tls. 105
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$2,506,022	{ Final of 5/6 making 54/- for 1906 and Interim of \$30 for 1907..... }	51 1/2	5840 sellers
Vangtso Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$301,763	\$12 and bonus \$3 for 1906.....	50 1/2	5165 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$372,422	\$6 and bonus \$2 for 1906.....	71 1/2	5107 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$428,037	\$27 for 1906.....	6 1/2	\$245
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$104,638 \$99,007 }	\$1,025	\$1 for 1906.....	...	\$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$27,755	\$2 1/2 for year ending 30.6.1908.....	71 1/2	533 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$17,051	\$1 1/2 for first half-year ending 30.6.08.....	51 1/2	580 sellers
Iudo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred)	60,000	\$5	\$5	{ \$10,000 \$24,000 }	\$43,755	{ 6/- for 1907 on Preference shares only @ ex- 1/2/- = \$3, 154..... }	51 1/2	\$37 \$17
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$720,000 }	Tls. 14,510	Interim of Tls. 1/2 for account 1908.....	71 1/2	Tls. 45 sellers
"Shell" Transport and Trading Company, Limited	100,000	\$2	\$2	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$63,817	Final of 1/6 making 3/- for 1907 and In- term of 1/6 (No. 10) for a/c 1908.....	6 1/2	Tls. 51 buyers 47/-
* Star Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$100,000 \$102,478 \$192,005 \$375,619 }	\$98	\$1 for year ending 10.4.1908.....	4 1/2	\$24 \$15
Taku Tug and Lighter Company Limited	30,000	Tls. 50	Tls. 50	{ Tls. 42,470 Tls. 7,400 Tls. 8,000 Tls. 12,000 \$32,530 \$44,000 \$56,840 }	Tls. 6,869	Final of Tls. 1/2 making Tls. 5 for 1907.....	21 1/2	Tls. 45
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ Dr. 279,871 Dr. 515,152 }	\$8 for year ending 31.12.06.....	...	\$125	
Linen Sugar Refining Company, Limited	7,000	\$100	\$100	{ Dr. 9,173 }	\$3 for 1897.....	...	50 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 3 1/2 for year ending 31.8.07.....	...	Tls. 82 1/2 buyers	
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$12	\$12	{ \$17,000 \$12,289 }	\$11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08.....	7 1/2	Tls. 17 1/2 buyers
R. & B. Australian Gold Mining Company, Limited	150,000	\$12	\$12	{ \$12,289 }	Dr. 5,191	No. 12 of 1/6 = 48 coups.....	...	\$9
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Gen.) & Co., Limited	16,000	\$25	\$25	{ \$53,601 }	\$3,726	\$1 1/2 for year ending 31.12.06.....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$10,000 \$26,806 \$10,000 }	\$8,556	Final of 1/6 making \$3 1/2 for 1907.....	84 1/2	342 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$10,000 \$76,197 }	\$38,484	Interim of \$4 for account 1903.....	84 1/2	591 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 33,742	Final of Tls. 1/2 making in all Tls. 5 for year ending 30.4.08.....	7 1/2	Tls. 72 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 125,000 }	Tls. 28,526	Interim of Tls. 4 for account 1908.....	6 1/2	Tls. 135 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$51,000 }	Dr. 6,531	Tls. 6 for 1907.....	6 1/2	Tls. 100 \$16 1/2
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$100,000 }	Dr. 6,531	\$2 for year ending 30.6.07.....	...	148 buyers
Central Stores, Limited	50,000	\$25	\$25	{ \$100,000 \$100,000 }	\$6,778	\$1.50 for 1906.....	...	88 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 }	\$16,039	Interim of \$3 for account 1908.....	78 1/2	992 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$250,000 }	\$20,915	Interim of \$3 1/2 for account 1908.....	78 1/2	992 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$217,420 \$30,000 }	\$4,021	7c cents for 1907.....	78 1/2	992 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$100,000 }	\$653	\$1 for 1907.....	6 1/2	\$35
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,043 none }	Tls. 107,547	Interim of Tls. 3 for account 1908.....	7 1/2	Tls. 110 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 170,000 none }	\$1,541	Interim of \$3 for account 1908.....	9 1/2	\$46
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 6,820	Tls. 5 for year ended 31.10.1908.....	91 1/2	Tls. 75 b. ex div.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$20,000 }	\$9,553	50 cents for year ending 31.7.08.....	5 1/2	50 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 75,000 none }	Tls. 8,372	Tls. 6 for year ended 10.9.06 (8%).....	...	Tls. 60
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 28,457 }	Tls. 6,308	Tls. 8 for 1906.....	...	Tls. 66
Soy Chai Cotton Spinning Company, Limited	2,000	Tls. 300	Tls. 300	{ Tls. 28,457 }	Tls. 50,068	Tls. 50 for 1906.....	...	Tls. 70
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$25,000 }	\$648	1/10 per share for 1907 = \$1.037.....	12 1/2	58 buyers
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$10,000 \$26,806 \$10,000 }	Nil	\$1.20 for 1907.....	12 1/2	812
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 }	\$1,138	60 cents for year ended 28.2.06.....	84 1/2	552 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$120,000 \$10,000 }	\$3,593	80 cents for 1907.....	84 1/2	591 sellers
Dairy Farm Company, Limited	35,000	\$7 1/2	\$6	{ \$8,000 }	\$48	\$1.50 for year ending 31.7.08.....	51 1/2	\$224
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,000 \$5,000 }	\$5,078	Interim of 40 cents for account 1908.....	10 1/2	59,92 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 }	\$251	75 cents for 9 months ending 31.12.07.....	8 1/2	\$12 buyers
Hall & Holt, Limited	21,000	\$10	\$10	{ \$18,600 }	\$18,957	52 for year ending 28.2.08.....	10 1/2	520 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$9,321	\$1 and bonus 20 cts for year ending 29.2.08.....	6 1/2	\$18 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$120,000 }	\$4,578	Interim of \$4 for account 1908.....	84 1/2	520 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ none }	\$8,191	Interim of \$4 for account 1908.....	84 1/2	\$24
Maastrichtspoor tot Mijns, Borscht-en Landbouwexpeditie</								